WINNIPEG TAXI DRIVER SAFETY AND HEALTH

THE REPORT OF A COMMITTEE ON TAXI DRIVER SAFETY AND HEALTH

OF THE ADVISORY COUNCIL ON WORKPLACE SAFETY AND HEALTH

PREPARED FOR

THE HONOURABLE GERARD LECUYER

MINISTER OF ENVIRONMENT AND WORKPLACE SAFETY AND HEALTH

PROVINCE OF MANITOBA

FEBRUARY 1987

Manitoba

Environment and Workplace Safety and Health

Advisory Council on Workplace Safety and Health

1000 — 330 St. Mary Avenue
Winnipeg, Manitoba, CANADA
R3C 3Z5

(204) 945-3446

February 28, 1987

The Honourable Gerard Lecuyer
Minister of Environment and
Workplace Safety and Health
156 Legislative Building
Winnipeg, Manitoba
R3C 0V8

Dear Minister:

As a result of a four-month review, the Advisory Council on Workplace Safety and Health is pleased to submit herewith the report of the Committee on Taxi Driver Safety and Health with regard to Winnipeg taxicabs.

It is hoped that the report and the recommendations contained therein will meet with your approval.

Respectfully submitted.

Wally Fox-Decent

W.N. Fox-Decent, Chairperson
Advisory Council on Workplace
Safety and Health
Taxi Driver Safety and Health
Committee

EXECUTIVE SUMMARY

In response to request from the Honourable Gerard Lecuyer, Minister of Environment and Workplace Safety and Health, the Advisory Council on Workplace Safety and Health appointed a three-member Committee on Taxi Driver Safety and Health on October 24, 1986. The Committee's mandate was to review the on-the-job risks faced by taxi drivers in the City of Winnipeg and throughout the Province of Manitoba and to make recommendations for control measures to address these risks. This report presents the Committee's findings and recommendations for Winnipeg.

The Winnipeg taxi industry is comprised of 400 regular taxicabs and 80 additional vehicles used seasonally for three months each year. These 480 taxi-cabs are owned by 360 individuals or corporations, driven by 1,462 full and part-time drivers, and organized into seven taxi companies, three of which are multiple-vehicle fleets ranging from 10 to 248 taxicabs.

Public safety and conveyance of the taxi industry are governed by An Act to Provide for the Regulation of Taxicabs in Greater Winnipeg, which establishes a Taxicab Board. Physical aspects of the vehicles are regulated by the Motor Vehicles Branch under The Highway Traffic Act, and the vehicles are mobile workplaces under The Workplace Safety and Health Act. Workers Compensation Board coverage is compulsory in Manitoba for taxi operations employing drivers, and is available on application for self-coverage where there are no employees.

The Committee on Taxi Driver Safety and Health undertook to consult with the taxi industry, government agencies, and the taxi-using public. Between October 1986 and February 1987, 19 meetings were held by the Committee

and attended by 40 individuals from taxi companies, taxi owners, taxi drivers, the Winnipeg Taxi Drivers Safety Association, manufacturers of equipment for taxicabs, technical experts, City of Winnipeg Police, the Taxicab Board, Department of Highways and Transportation, Manitoba Public Insurance Corporation, and organizations representing consumers and handicapped persons.

Additionally, the Committee met with interested parties at a public forum in Winnipeg, attended by over 200 individuals and resulting in 24 presentations. Eleven other submissions and letters were reviewed by the Committee during its study.

The Committee developed and distributed a self-administered questionnaire which was circulated during January 1987 to 1,462 drivers in the City of Winnipeg. The overall response rate was 38% and included responses from all taxi companies. Over two-thirds of respondents were employee/drivers.

Ancillary information concerning risk-control measures in place or planned by Winnipeg taxi companies was provided to the Committee from working alone plans developed by taxi owners and their drivers and submitted to the Workplace Safety and Health Division, Department of Environment and Workplace Safety and Health. The Division provided administrative and research support to the Committee on Taxi Driver Safety and Health.

The Committee reviewed information on taxi driver safety from other jurisdictions, and accident statistics from the Workers Compensation Board, Manitoba Public Insurance Corporation, and the City of Winnipeg Police Department.

The primary safety risks faced by Winnipeg taxi drivers include robbery, assault, and traffic accidents. Nearly all of the drivers who responded to the questionnaire concurred in the identification of these risks.

From 1984 to 1986 inclusive, a total of 8,564 days were lost by the taxi industry as a result of accidents compensated by the Workers Compensation Board; approximately half of the claims were for driver injury due to exertion, lifting or falling, while nearly one-third concerned injury from vehicle accidents. Less than 20% of the claims were related to assaults and driver injury caused by other persons.

Statistical information provided to the Committee by Manitoba Public Insurance Corporation indicates that the taxi industry has an extreme rate of vehicle accidents in comparison to similar vehicle classes, such as delivery cars, trucks and drays, ambulance/Police and U-drive vehicles. The claims frequency for taxicabs is approximately equivalent to three claims per taxi annually, three to four times as great as the frequency for similar vehicle classes over the last three years.

One-quarter of the taxi drivers who responded to the questionnaire indicated the presence of health problems resulting from driving a taxicab, including back problems and stress-related conditions. Second-hand smoke, fatigue, overweight and high blood pressure were also mentioned. These health risks are substantiated by Workers Compensation Board claims information.

The Committee's conclusion with regard to risk assessment is that the occupation of taxi driver in Winnipeg has a substantial degree of risk resulting from fare disputes, threats, traffic accidents and situations involving physical and psychological stress. Risks to taxi drivers resulting from robbery and assault, while less-prevalent overall, are serious risks and are in immediate need of reduction through the implementation of both prevention/reduction and emergency assistance measures.

RECOMMENDATIONS FOR MANDATORY ACTION

On the reasonable balance of information and evidence reviewed, the

Committee recommends the establishment of mandatory requirements in three risk-prevention areas:

(1) training program for new drivers and dispatchers,
(2) passenger information, and
(3) safety shields

and in one emergency assistance area:

(4) flashing roof-top lights.

RECOMMENDATIONS FOR VOLUNTARY ACTION

Additionally, the Committee recommends voluntary action with regard to:

(1) the resolution of fare disputes,
(2) driver use of seat and shoulder belts,
(3) emergency two-way radio communication,
(4) cash control,
(5) an industry-wide safety and health committee, and
(6) driver-controlled trunk locks.

TABLE OF CONTENTS

PAGE

Executive Summary i

List of Tables vi

Introduction 1

The Taxi Industry in Winnipeg 3

The Committee's Process and Methods 8

The Committee's Findings 10

Risk Assessment 10

Response to Risks 18

Recommendations 21

For Mandatory Action 21

For Voluntary Action 26

Appendices 30

A. Terms of Reference for Taxi Driver Safety and Health Committee 31

B. The Taxicab Act and Regulation 32

C. Taxi Driver Safety and Health Committee Meeting Participants 53

D. Presentations to Taxi Driver Safety and Health Committee Public Forum 56

E. Submissions and Letter Received by Taxi Driver Safety and Health Committee 57

F. Taxi Driver Questionnaire 58

LIST OF TABLES

PAGE

1. Breakdown of Winnipeg Taxicabs, Owners and Drivers by Company as at February 1987 5

2. Most-Serious Risks to Taxi Drivers in Winnipeg as Identified by Respondents to Questionnaire 11

3. Most-Serious Risks Identified in Questionnaire by Duffys Taxi and Unicity Taxi Drivers 12

4. Percent of Winnipeg Taxi Drivers and of Unicity Taxi and Duffys Taxi Drivers who Reported Risk Experience and Frequency of Risks on Questionnaire 14

5. Breakdown by Source of Workers Compansation Board Claims for Winnipeg Taxi Companies from 1984 to 1986 Inclusive: Number and Percent of Total Claims and Total Time Loss in Days 15

6. Comparison of Claims Frequency for Taxicabs and Similarly Used Vehicle Classes in Winnipeg, 1984 to 1986 17

7. Most-Preferred Response to Risks Identified in Questionnaire by Duffys Taxi and Unicity Taxi Drivers 20

INTRODUCTION

The Advisory Council on Workplace Safety and Health has a mandate legislated by The Workplace Safety and Health Act (Chapter W210 of the Continuing Consolidation of the Statutes of Manitoba) to advise the Minister of Environment and Workplace Safety and Health on all matters pertaining to safety and health in Manitoba workplaces. Established in 1977, the Advisory Council is composed of 11 members, with balanced representation of workers, employers, and technical and professional bodies.

In response to a request from the Honourable Gerard Lecuyer, Minister of Environment and Workplace Safety and Health, the Advisory Council on Workplace Safety and Health established a three-member Committee on Taxi Driver Safety and Health on October 24, 1986. The following members of the Advisory Council were appointed to the Committee:

> Professor Wally Fox-Decent, Chairperson of the Advisory Council on Workplace Safety and Health and of the Taxi Driver Safety and Health Committee
>
> Mr. Bill McGill, Employer Representative to the Advisory Council on Workplace Safety and Health
>
> Mr. Wally Pindera, Worker Representative to the Advisory Council on Workplace Safety and Health

Terms of reference were provided by the Minister to guide the Committee in its review of on-the-job risks faced by taxi drivers across the Province of Manitoba and in its development of recommendations for control measures

to address these risks (see Appendix A). The Committee was requested to give priority attention to the situation in Winnipeg and to present its report to the Minister by February 28, 1987.

Special Projects Officer Jane Riewe of the Workplace Safety and Health Division was assigned by the Department of Environment and Workplace Safety and Health to provide administrative support and research activities to the Committee under the Committee's direction.

This report presents the findings of the Taxi Driver Safety and Health Committee that result from its four-month review of the issue of taxi driver safety and health in Winnipeg. Chapter I is a brief discussion of the taxi industry in the City and the role of regulatory agencies in administering its operation. Chapter II provides information on the consultative process of the Committee and the methods and procedures used to gather information to assess risks associated with taxi driving in the City of Winnipeg and to evaluate control measures to reduce these risks for all Winnipeg taxi drivers. Chapter III consists of the findings of the Committee, and Chapter IV contains the Committee's recommendations.

The issue of taxi driver safety and health in other areas of the Province of Manitoba outside the City of Winnipeg is being separately reviewed by the Committee.

CHAPTER I

THE TAXI INDUSTRY IN WINNIPEG

Winnipeg taxicabs operate with no fixed route or schedule for periods of time varying up to 24 continuous hours for some cabs. The taxicab is a privately owned, publicly used means of transportation which substitutes at times for the private automobile for some users, complements mass transit systems for other users, and provides the sole means of vehicular travel for another group of users. Among the clientele of this third group who depend exclusively on taxicabs for transportation are many elderly persons, handicapped individuals, and tourists.

Typically, taxicabs fall under municipal jurisdiction across the country, but in Winnipeg, with separate and contiguous municipal authorities until 1977, the operating milieu for taxicabs was less than optimal. The Province of Manitoba was one of the first jurisdictions in Canada to pass legislation to regulate the taxi industry. An Act to Provide for the Regulation of Taxicabs in Greater Winnipeg (Chapter T10 of the Continuing Consolidation of the Statutes of Manitoba and known as The Taxicab Act) was passed by the Legislative Assembly of Manitoba in 1935 and has remained essentially unchanged to this date (see Appendix B).

The Taxicab Act concerns itself with the safety of taxi-users and economic stability of the taxi industry through administrative control of fares and taxi numbers and the setting of minimum standards. The Act regulates the operation of taxicabs in the City of Winnipeg with regard to:

(1) the qualifications required by a taxi owner to obtain a licence to operate a taxi business;

(2) the number of taxi licences issued;

(3) the qualifications required to obtain a licence to drive a taxicab;

(4) the minimum amount of insurance to be carried by a taxi owner;

(5) the minimum standards at which taxicabs are to be maintained as vehicles; and

(6) the fares that shall be charged.

An appointed five-person Taxicab Board directs the administration of The Taxicab Act. The Board consists of a member of the City of Winnipeg Council or Council's nominee; the Chief Constable of the City of Winnipeg Police or the Chief Constable's nominee; and three members appointed by the Lieutenant Governor in Council. Decisions of the Board are carried out by a full-time Board Secretary and two Taxicab Board Inspectors.

Because the number of taxicab licences is fixed, the only way to enter the business is to buy an existing taxi operation, the sale of which is regulated by the Taxicab Board. At present, the number of Winnipeg taxicabs licenced by the Board is 400. During seasonal periods when demand for taxi services is particularly high, the number of vehicles may be temporarily raised by the Board to accommodate the increased demand for service. For the period December 1, 1986 to and including February 28, 1987, an additional 80 vehicles were allowed by the Taxicab Board.

The 480 taxicabs are owned by 360 individuals or corporations and are operated as seven taxi companies. The corporate structure of these taxi companies varies, and as vehicles and their licences are bought and sold, the number of taxicabs in a company may change. Table 1 lists particulars for each taxi company in Winnipeg at the present date.

Vehicles in use as Winnipeg taxicabs vary in size from small, compact cars to full-size automobiles. Over the last decade in response in part

TABLE 1

BREAKDOWN OF WINNIPEG TAXICABS, OWNERS AND DRIVERS
BY COMPANY AS AT FEBRUARY 1987

TAXI COMPANY	NUMBER OF REGULAR TAXIS	NUMBER OF SEASONAL TAXIS	NUMBER OF TAXI OWNERS	NUMBER OF DRIVERS*
Cardinal Taxi	1	0	1	1
Duffys Taxi	138	40	109	543
Elite Taxi	1	0	1	1
J & R Taxi	1	0	1	1
Star Taxi	10	0	1	38
Unicity	248	40	246	877
White Taxi	1	0	1	1
Totals	400	80	360	1,462

*These figures include both full and part-time drivers. The number of taxi driver licences is not limited, and some drivers who no longer drive taxi for a variety of reasons continue to maintain their licences. For this reason, the figures shown are maximum numbers.

to increases in the cost of fuel, a greater number of smaller (more fuel-efficient) vehicles have been placed in operation as taxicabs.

The issuance of a taxi drivers licence by the Taxicab Board is ostensibly dependent on the applicant's meeting a number of requirements. These include submission of proof of a valid Class 4 Manitoba drivers licence; production of a signed application form from a taxi company, an abstract of driving record from Motor Vehicles Branch, and a character reference from the City of Winnipeg Police; completion of a medical examination report by a physician of the applicant's choice; and fulfillment of Taxicab Board criteria demonstrating knowledge of the location of hospitals in Winnipeg.

Workers Compensation Board coverage is compulsory in Manitoba for taxi operations employing drivers, and it is available on application for self-coverage by taxi owner/operators employing no drivers.

Two other provincial authorities have jurisdiction over aspects of taxicab operations in the City of Winnipeg: (1) the Department of Highways and Transportation, Motor Vehicles Branch, and (2) the Department of Environment and Workplace Safety and Health, Workplace Safety and Health Division.

Winnipeg taxicabs as motor vehicles are subject to all provincial "rules-of-the-road", as contained in The Highway Traffic Act (Chapter H60 of the Continuing Consolidation of the Statutes of Manitoba) and its regulations. A notable exception in the case of taxicabs is an exemption from mandatory seat belt use by taxi drivers when the vehicle is transporting a passenger for hire [subsection 186(8) of The Highway Traffic Act]; seat belt use by drivers is compulsory when no passenger is in the taxi, and is required for passengers at all times.

Taxicabs are classed as mobile workplaces and taxi drivers as workers or self-employed persons under The Workplace Safety and Health Act, the

general purpose of which is [subsection 2(1), clauses (a) and (b)]:

> (a) to secure workers and self-employed persons from risks to their safety, health and welfare arising out of, or in connection with, activities in their workplaces; and
>
> (b) to protect other persons from risks to their safety and health arising out of, or in connection with, activities in workplaces.

By virtue of this authority, taxicabs are subject to the Act and its regulations including Manitoba Regulation 173/84 Respecting Workers Working Alone.

CHAPTER II

THE COMMITTEE'S PROCESS AND METHODS

A primary focus of the Taxi Driver Safety and Health Committee's review was consultation with the taxi industry, government agencies, and the taxi-using public. Between October 29, 1986 and February 20, 1987, 19 meetings were held by the Committee and attended by 40 individuals representing taxi companies, taxi owners, taxi drivers, the Winnipeg Taxi Drivers Safety Association, manufacturers of equipment for taxicabs, technical experts, City of Winnipeg Police, the Taxicab Board, Department of Highways and Transporation (Motor Vehicles Branch), Manitoba Public Insurance Corporation, Manitoba Division of the Consumers Association of Canada, and Manitoba Division of the Canadian Paraplegic Association (see Appendix C). The purpose of these meetings was to provide a forum where involved or concerned parties could candidly discuss the risks associated with taxi driving in the City of Winnipeg, risk-control measures and other preventive actions.

Additionally, the Committee met with interested parties at a public forum in Winnipeg on February 9, 1987. The forum was attended by over 200 individuals, and 24 presentations were made by drivers and owner/operators (see Appendix D).

Eleven submissions and letters were reviewed by the Committee during the course of its study (see Appendix E).

To reach as many taxi drivers as possible and to obtain their input into the study, the Committee developed and distributed a self-administered questionnaire which was circulated during January 1987 to 1,462 drivers licenced by the Taxicab Board (see Appendix F). The overall response rate to the questionnaire was 38% (556 questionnaires completed and returned by Winnipeg drivers), and includes responses from 326 Unicity Taxi drivers

(37.1% of Unicity drivers), 213 Duffys Taxi drivers (39.2% of Duffys drivers), 13 Star Taxi drivers (34.2% of Star drivers), and all single-vehicle company owner/operators. Over two-thirds (67.8%) of respondents were employee/drivers, and the remainder were owner/operators.

Ancillary information concerning risk-control measures in place or planned by Winnipeg taxi companies was provided to the Committee from working alone plans developed by taxi owners and their drivers and submitted to the Workplace Safety and Health Division and from interviews with taxi owners and drivers undertaken by the Safety and Health Inspectorate Branch. A log of telephoned public opinions received by the Division was kept for the Committee's review.

The Committee established and maintained a reference collection of newspaper reports and articles on the subject of taxi driver security. Research was conducted on this subject in other jurisdictions faced with a problem of high risk in this occupation, such as the City of Detroit, the City of Hull, the City of Toronto and the Province of Alberta.

Accident statistics for Winnipeg taxicabs were made available to the Committee by the Workers Compensation Board of Manitoba and the Manitoba Public Insurance Corporation. The data storage system of the City of Winnipeg Police did not readily allow for retrieval of information pertaining to incidents specifically involving taxi drivers. The Police Department maintained a preliminary record for the Committee of reported criminal assaults to taxi drivers for the period from December 15, 1986 to January 15, 1987 inclusive.

CHAPTER III

THE COMMITTEE'S FINDINGS

RISK ASSESSMENT

There are two significant aspects to the assessment of risks associated with taxi driving in Winnipeg: (1) identification of the risks faced by taxi drivers and (2) measure of the extent of these risks. The Committee on Taxi Driver Safety and Health utilized a variety of sources in compiling information on the types and magnitude of taxi-driving risks, including material gathered as a result of discussions with the taxi industry and other involved parties; results from the taxi driver questionnaire; and statistical information from City of Winnipeg Police, Workers Compensation Board and Manitoba Public Insurance Corporation.

There was general agreement among parties who met with the Committee that the primary safety risks faced by taxi drivers in the City of Winnipeg include robbery and/or assault, often arising from fare disputes and from inebriated passengers.

Nearly all of the 556 Winnipeg taxi drivers who responded to the questionnaire concurred in their identification of risk (Table 2). The survey revealed differences between the drivers from the two largest taxi companies (Duffys Taxi and Unicity Taxi) with regard to the order of the perceived seriousness of the identified risks (Table 3).

The highest estimate of risk provided to the Committee by the Winnipeg Taxi Drivers Safety Association was 20 to 25 incidents involving violence against taxi drivers each month. The Committee was not able to substantiate this estimate using any other source.

Not all threatening incidents are reported to the Police Department by

TABLE 2

MOST-SERIOUS RISKS TO TAXI DRIVERS IN WINNIPEG
AS IDENTIFIED BY RESPONDENTS TO QUESTIONNAIRE (QUESTION 12)

RISK	NUMBER OF TAXI DRIVERS (n=556)
Robbery	152
Physical abuse	147
Inebriated passengers	90
Traffic accidents	69
Refusal to pay fares	62

TABLE 3

MOST-SERIOUS RISKS IDENTIFIED IN QUESTIONNAIRE (QUESTION 12)
BY DUFFYS TAXI AND UNICITY TAXI DRIVERS

	DUFFYS TAXI DRIVERS		UNICITY TAXI DRIVERS
1.	Physical abuse	1.	Robbery
2.	Robbery	2.	Physical abuse
3.	Inebriated passengers	3.	Inebriated passengers
4.	Traffic accidents	4.	Refusal to pay fares
5.	Undesirable fares	5.	Murder or death
6.	Violent customers	6.	Traffic accidents

taxi drivers. City of Winnipeg Police indicate that, throughout the year, approximately five to eight incidents of robbery and/or assault are reported to them each month. Police personnel who met with the Committee pointed out that an individual's perception of crime is a significant consideration. In many cases, the actual perception of crime may differ from the situation reported by crime statistics.

The Committee noted a variation in opinion with regard to the extent of risk associated with taxi driving between management of Unicity Taxi and Duffys Taxi. Unicity Taxi management indicated in discussions with the Committee that there is an average of four to five situations involving risk for their drivers each week. In contrast, Duffys Taxi management stressed to the Committee that the risks have been exaggerated and that they are not significant.

The experience of Winnipeg taxi drivers with regard to the occurrence and frequency of risks reported by respondents to the questionnaire is generally uniform across the industry, regardless of company affiliation (Table 4). Fare disputes, threats, and traffic accidents are the most-common risks Winnipeg taxi drivers have experienced, and robberies and assaults are perceived by the industry as the most-serious risks (Table 2).

The Workers Compensation Board of Manitoba accepted and processed 198 claims from the taxi industry in Winnipeg over the last three years. Approximately half of the claims were for driver injury due to exertion, lifting or falling, while nearly one-third concerned injury from vehicle accidents (Table 5). Less than 20% of the claims were related to assaults and driver injury caused by other persons. A total of 8,564 days were lost by the industry as a result of the compensable accidents.

Statistical information provided to the Committee by Manitoba Public Insurance Corporation indicates that the taxi industry has an extreme rate of vehicle accidents in comparison to similar vehicle classes, such

TABLE 4

PERCENT OF WINNIPEG TAXI DRIVERS AND OF UNICITY TAXI AND DUFFYS TAXI DRIVERS WHO REPORTED RISK EXPERIENCE AND FREQUENCY OF RISKS ON QUESTIONNAIRE (QUESTION 6)

RISK EXPERIENCE AND FREQUENCY	ALL DRIVERS (n=556)	UNICITY (n=326)	DUFFYS (n=213)
Reported risk experience			
Fare dispute	73.7%	73.0%	76.5%
Treatened	57.9%	57.7%	59.2%
Traffic accident	51.4%	46.9%	58.7%
Assaulted	33.3%	34.0%	32.9%
Injured	20.1%	19.3%	22.5%
Robbed	14.4%	15.0%	13.6%
Reported frequency of risks			
Fare dispute 1-12 times in last year	34.9%	35.0%	36.2%
Threatened 1-12 times in last year	35.3%	37.4%	33.3%
Traffic accident 1-4 times in last year	27.5%	27.9%	27.2%
Assaulted 1-10 times in last year	17.6%	17.8%	17.8%
Injured 1-3 times in last year	12.2%	12.6%	12.2%
Robbed 1-4 times in last year	6.8%	7.1%	6.6%

TABLE 5

BREAKDOWN BY SOURCE OF WORKERS COMPENSATION BOARD CLAIMS
FOR WINNIPEG TAXI COMPANIES FROM 1984 TO 1986 INCLUSIVE:
NUMBER AND PERCENT OF TOTAL CLAIMS AND TOTAL TIME LOSS IN DAYS

SOURCE	NUMBER OF CLAIMS	PERCENT OF TOTAL CLAIMS	TOTAL TIME LOSS IN DAYS
Exertion, lifting, falling	103	52.0%	5,157.5
Vehicle accident	58	29.3%	2,178.0
Assault-related	34	17.2%	1,105.5
Other miscellaneous	3	1.5%	123.0
Total	198	100.0%	8,564.0

SOURCE: Workers Compensation Board of Manitoba

as delivery cars, trucks and drays, ambulance/Police and U-drive vehicles. A unit of measure utilized to compare vehicle classes is claims frequency, calculated as 100 times the ratio of the number of claims divided by the number of vehicles in the vehicle class. If every taxicab in the City of Winnipeg submitted a vehicle accident claim once every year, the claims frequency for the vehicle class for that year would be 100.00. Table 6 shows that during 1984 and 1985 the claims frequency for taxicabs was over 300.00 which is approximately equivalent to three claims per taxi each year. This is three to four times as great as the next-highest claims frequencies for similar vehicle classes (delivery cars, trucks and drays) for the last three years. Adjusting for the potential of longer hours of operation for taxicabs relative to delivery cars, trucks and drays does not bring the claims frequency for taxicabs within equivalent limits.

A major portion of the information provided to the Committee concerned safety risks to taxi drivers. However, one-quarter of taxi drivers who responded to the questionnaire indicated the presence of health risks resulting from driving a taxicab, including back problems and stress-related conditions. Second-hand smoke, fatigue, overweight and high blood pressure were also mentioned.

For taxi drivers the potential for health-related difficulties of this nature to develop over time is significant. An overwhelming portion of taxi drivers (91.6% of questionnaire respondents) work more than an 8-hour day, and nearly three-quarters (71.4%) are at work longer than a 40-hour week. Most drivers work a 12-hour day and a 60 to 72-hour week. Nearly two-thirds (62.7%) of the drivers responding to the questionnaire have been a taxi driver longer than five years, and less than 10% are newer drivers with under one-year's experience.

RESPONSE TO RISKS

Risks associated with taxi driving can be controlled in two ways: (1) implementation of prevention/reduction measures and (2) provision of

TABLE 6

COMPARISON OF CLAIMS FREQUENCY
FOR TAXICABS AND SIMILARLY USED VEHICLE CLASSES IN WINNIPEG,
1984 TO 1986

VEHICLE CLASS	1984	1985	1986*
Taxis	325.25	373.77	244.07
Delivery cars	85.58	94.62	59.19
Trucks and drays	73.77	81.42	56.00
Ambulance/Police	52.24	46.85	40.09
U-drive vehicles	38.97	34.45	28.06
Long-haul trucks	37.13	35.63	26.45

*Up to and including November 1986

SOURCE: Manitoba Public Insurance Corporation

emergency assistance. Emergency assistance measures depend on a third party, such as a dispatcher, the Police or other taxicabs, to come to the aid of the taxi driver, while prevention or reduction measures act to prevent or reduce risks without outside assistance. Ideally, if all risks could be prevented, there would not be a subsequent need for emergency assistance. Realistically, however, both aspects of risk-control require consideration.

The Committee investigated the risk-control measures presently in place or planned for Winnipeg taxicabs; additional suggestions and ideas from drivers, owners and concerned or involved individuals; and actions taken in other jurisdictions.

There are three types of risk-control devices in present use by segments of the taxi industry in Winnipeg: safety shields, two-way radio communication systems, and flashing roof lights. The only risk-prevention or reduction devices used by Winnipeg taxicabs are safety shields, which have been installed in approximately half of the taxicabs. Each multiple-vehicle taxi company has its own independent radio communication system to assist the driver in an emergency situation. Two of the three radio systems have, or will have, an alarm mode (Unicity Taxi and Duffys Taxi, respectively). The response-capacity associated with each radio communication system is a function of its technical components as well as the operators at either end (dispatcher and taxi driver), and the systems vary across the industry in this regard. Another emergency assistance device, flashing roof light, is being installed in Duffys Taxi vehicles.

In addition to these devices, multiple-vehicle taxi companies in Winnipeg indicate that they caution their drivers to use discretion in picking up passengers, avoid entering into a fare dispute and refrain from provocative situations.

Winnipeg taxi drivers who responded to the questionnaire indicate a preference for prevention measures such as safety shields, refusing suspect

passengers, pre-paid fares, and stiffer legal penalties. They argued for emergency response measures such as emergency contact with dispatch via two-way radio and quicker Police response. Driver opinions are generally similar in this regard between the two largest taxi companies (Table 7).

TABLE 7

MOST-PREFERRED RESPONSE TO RISKS IDENTIFIED IN QUESTIONNAIRE (QUESTION 12) BY DUFFYS TAXI AND UNICITY TAXI DRIVERS

	DUFFYS TAXI DRIVERS		UNICITY TAXI DRIVERS
1.	Safety shields	1.	Safety shields
2.	Option to refuse fares	2.	Power door locks
3.	Common sense	3.	Option to refuse fares
4.	Pre-paid fares	4.	Quicker Police response
5.	Training program	5.	Pre-paid fares
6.	Stiffer justice system	6.	Stiffer justice system
7.	Contact with dispatch via two-way radio	7.	Fares in back seat only
8.	Quicker Police response	8.	Roof emergency light
9.	Power door locks	9.	Contact with dispatch vis two-way radio
10.	Better working hours	10.	Carry non-lethal weapon

CHAPTER IV

RECOMMENDATIONS

The Committee on Taxi Driver Safety and Health unanimously concludes from its findings that the occupation of taxi driver in the City of Winnipeg has a substantial degree of risk resulting from fare disputes, threats, traffic accidents and situations involving physical and psychological stress. Risks to Winnipeg taxi drivers resulting from robbery and assault, while less-prevalent overall, are serious risks and are in immediate need of control through the implementation of both prevention/reduction and emergency assistance measures.

On the reasonable balance of information and evidence, the Committee recommends the establishment of mandatory requirements in three risk-prevention/reduction areas (training program, passenger information, and safety shields) and in one emergency assistance area (flashing roof lights).

Additionally, the Committee strongly recommends voluntary action with regard to the more-effective resolution of fare disputes, driver use of seat and shoulder belts, emergency two-way radio communication, cash control, an industry-wide committee for safety and health, and driver-controlled trunk locks.

MANDATORY TRAINING PROGRAM FOR NEW DRIVERS AND DISPATCHERS

As a cornerstone of a successful safety and health program, the Committee recommends the establishment of a mandatory training program for new Winnipeg drivers and dispatchers with three areas of instruction:

(1) driver training, including topics such as road sense and accident avoidance (optional for dispatchers);

(2) professional development, including knowledge of the city, customer relations and job parameters; and

(3) risk identification and crisis management, including use of safety devices in taxicabs.

Driver training aspects of the program should be designed to address the risks associated with vehicle accidents. Risk identification and crisis management should specifically consider the risks associated with taxi driving from fare disputes, robbery, threats and assault. Professional development issues can be risk-generating when they are deficient, and the evidence before the Committee indicates that in the present situation deficiency exists, and improvement is needed.

The training program should be mandatory for new drivers prior to licencing, for new dispatchers, for existing drivers who develop a bad driving or employment record, and be available on a voluntary basis for all existing drivers and dispatchers.

The Committee recommends that the program should be created jointly by representatives of the Taxicab Board, City of Winnipeg Police, taxi companies, taxi drivers, and appropriate agencies of the Provincial Government. The training program should be maintained on an ongoing basis and held as frequently as required.

The Committee recommends that the training program be made available to taxi driver applicants at a low cost and be provided in the shortest duration possible, e.g., three to five days (or evenings).

A mandatory training program for new drivers and dispatchers was solidly requested and is strongly supported by the taxi industry: 81.1% of questionnaire respondents were in favour of compulsory training for new drivers. Moreover, 68.6% of the drivers who responded indicated they

would voluntarily attend a training program.

Establishment of a mandatory training program for drivers and dispatchers will require greater initiative by the Taxicab Board and a level of cooperation and coordination within the taxi industry that has not been evident to date. To resolve some of the risks faced by the industry, however, the Committee believes that these difficulties must be overcome. Leadership should be provided by a revitalized Taxicab Board.

MANDATORY PASSENGER INFORMATION

Submissions to the Committee by all parties favoured the posting of notices in taxicabs to advise passengers of driver's rights and responsibilities and visa versa. These notices should provide some relief to taxi drivers from present and potential sources of conflict with regard to passenger disputes and possible criminal victimization. They should increase driver safety at a very low cost.

The Committee recommends that notices be required and supplied by the Taxicab Board in all Winnipeg taxicabs for prominent and uniform display visible from the front and rear seat of each vehicle and contain the following information:

(1) This vehicle can transport a maximum of four passengers at the discretion of the driver.

(2) The driver carries limited cash.

(3) This vehicle is protected by alarm devices.

(4) The driver may ask for fare in advance.

(5) Passenger seat belt use is compulsory in Manitoba.

(6) Alcoholic beverages may not be consumed in this vehicle.

The Committee recommends that the cash limit mentioned on the notice be decided by agreement of the Taxicab Board, taxi owners and drivers. It is also recommended that the precise nature of alarm devices installed in the taxicab not be specifically defined so as to preserve the effective use of confidential devices by drivers in distress.

MANDATORY SAFETY SHIELDS

The Committee recommends the mandatory use of safety shields by Winnipeg taxicabs on a 24-hour basis, subject to the standardization of shield design and subject to the ability to install shields in all vehicles, regardless of vehicle size or shape, without jeopardizing passenger safety. In the Committee's opinion, shields will clearly reduce many risks to driver safety.

A minimum of 175 of the licenced taxicabs in the City of Winnipeg are known to be equipped with safety shields, and the owners and drivers of these vehicles related positive experience with the devices. A majority of taxi drivers responding to the survey (62.2%) were in favour of safety shields, and shields were the first-favoured risk-reduction choice by drivers, regardless of taxi company affiliation.

There is clearly a segment of the taxi industry that opposes the use of safety shields for a variety of reasons. The Committee examined the potential problems associated with the use of safety shields and concludes that the devices provide immediate driver protection from assault as well as time to activate other devices, such as radio communication and door locks. The installation of safety shields allows the driver to concentrate on driving, and their use could improve the psychological security of the driver. Safety shields are an effective deterrent against violence and an impediment to casual crime, and their cost is reasonably low.

The difficulties identified by the Committee with regard to safety shields are that the devices offer no protection from front seat passengers or when the driver is outside the taxicab; they may reduce or appear to reduce passenger comfort, particularly in smaller-sized taxicabs; and there is no Canadian standard for design or installation at the present time. The Committee recommends that standards development and passenger considerations relating to the size of vehicle be undertaken to remove or minimize these difficulties.

The use of the front seat at the driver's discretion is recognized to provide for passengers for whom the rear seat is not appropriate (such as, elderly or handicapped persons) or when carrying a fourth passenger. Protecting a taxi driver from risks outside the vehicle is not something that can be accomplished by the installation of single interior device. However, safety shields will allow drivers to remain within their vehicles if the situation warrants. When used in conjunction with crisis management training and driver-controlled trunk locks, the need to exit the vehicle is reduced considerably.

MANDATORY EMERGENCY FLASHING ROOF-TOP LIGHTS

The Committee recommends the mandatory installation and use by drivers of a flashing light, affixed to the outside of each Winnipeg taxicab on the roof and activated in an emergency situation involving risk of bodily harm to the driver. The Committee cautions against the use of the device during non-emergency situations, such as fare disputes, but the Committee recognizes that fare disputes can and do escalate to situations involving violence which would appropriately be served by the emergency flasher. The Committee recommends driver discretion and training in this regard.

The Committee also recommends that the existence of a flashing taxicab-roof light signalling an emergency situation within the vehicle be disseminated as widely as possible to increase the effectiveness of the device. The

aim is universal recognition of a serious situation, communicated as broadly as possible to the public, Police, other taxicabs and emergency vehicles.

This low-cost initiative is strongly supported by the taxi industry. Roof-top emergency lights are now installed in Duffys Taxi vehicles, and owners from other taxi companies indicate they favour the devices. The flashing lights will assist in providing emergency assistance to drivers and also may act as a deterrent.

RESOLUTION OF FARE DISPUTES

The potential of some risk to taxi drivers exists in every fare dispute. Such disputes are commonplace throughout the industry: 73.7% of the drivers surveyed from all taxi companies had been involved in a fare dispute and 90% of these more than once during the last 12 months.

Submissions from drivers indicated many frustrations because of the lack of an efficient process by which to resolve disputes over fares. Police and taxi drivers both point out the inability of present systems to deal expeditiously with fare dispute situations. The Committee has witnessed a lack of understanding and knowledge of existing rights and responsibilities. As a starting point, the Committee recommends the concerted application of subsection 19(2) and section 20 of The Taxicab Act, which state:

> 19(2) Municipal police in Greater Winnipeg shall assist in the enforcement of this Act.
>
> 20 Any person who engages a taxicab that is licenced under this Act and who, on demand being made at the termination of the trip, fails to pay the proper fare, is guilty of an offence and is liable, on summary conviction, to a fine not exceeding twenty dollars and costs, and, in addition, the magistrate shall order him to pay to the operator the amount of the fare or, in default of payment of the total amount of the penalty and the fare, to imprisonment for a period not exceeding ten days.

Action by the appropriate authorities must be taken to eliminate, or at least to reduce greatly this contentious problem.

DRIVER USE OF VEHICLE SEAT BELTS

The extreme accident record of taxicabs strongly suggests the use of seat belts by taxi drivers at all times. The present exemption from use is contained in The Highway Traffic Act, subsection 186(8):

> 186(8) Subsections (3), (4) and (6) do not apply to
> (a) a peace officer who in the lawful performance of his duty, is transporting a person in his care or custody;
> (b) a driver where he is transporting a passenger for hire in a taxicab or livery; or
> (c) a medical attendant where he is transporting a patient in an ambulance.

This exemption is predicated on the potential need for the driver to exit the vehicle quickly. In the case of taxi drivers protected by safety shields from attacks emanating from the rear of the vehicle, the need for freedom of movement in emergency situations is considerably lessened. The safest place for the driver may well be within the shield-protected vehicle.

The Committee recommends the use of vehicle seat belts by taxi drivers at all times, both for the driver's protection in an automobile accident and to ensure maximum control of the vehicle is maintained.

EMERGENCY USE OF RADIO COMMUNICATION

A crucial element of the provision of emergency assistance to taxi drivers is the effective use of two-way radio systems linking the taxicab to the taxi company, and hence to the Police and to other taxis. Radio communication systems were favoured by 62.4% of the drivers surveyed by

the Committee, and the ability to transmit an emergency alert via radio presently exists in multiple-vehicle taxi companies in Winnipeg. In other jurisdications, such as Toronto, taxicab radio systems are used to the mutual benefit of the taxi industry and Police in a cooperative crime detection program, bringing assistance in emergencies to the taxicab and alerting the Police of suspicious activities observed by taxi drivers during their work.

The Committee recommends that Winnipeg taxi companies, their owners, drivers, and dispatchers, review the company policy concerning the emergency use of its radio communication system with the Winnipeg Police Department, and undertake to strengthen driver and dispatcher training in the use of the system on an ongoing basis.

CASH CONTROL

The Committee recommends each company establish appropriate and effective company-wide policies of cash control involving periodic cash drops and other procedures aimed at limiting the amount of cash in the taxicab. The use of cash control has been successful in reducing crimes in other sectors, such as convenience stores, and is strongly recommended by crime experts from the City of Winnipeg Police. Its use is supported by a majority of taxi drivers surveyed by the Committee.

TAXI INDUSTRY COMMITTEE ON SAFETY AND HEALTH

As a result of the diverse corporate structure in the industry, there is no uniform requirement for safety committees under existing legislation. Without an industry-wide safety committee, we are not confident that the issue of safety and health will receive the attention it deserves in this industry.

To provide this much-needed forum for discussion and resolution of all taxicab safety and health considerations, the Committee recommends the formation of an industry-wide committee under the aegis of the Taxicab Board and composed of representatives from taxi owners and drivers. Formation of such a joint labour-management committee for the taxi industry would facilitate, among other things, resolution of existing as well as future problems.

DRIVER-CONTROLLED TRUNK LOCKS

A number of Winnipeg taxicabs are equipped with driver-controlled trunk locks activated from within the vehicle. The Committee recommends the adoption of this device in taxicabs operating in the City. This would allow the driver to remain in the cab and yet open the trunk for a passenger. In conjunction with safety shields, trunk locks offer a taxi driver the option to remain in the safety of the vehicle when the situation warrants.

CONCLUSION

The services provided by the taxi industry are crucial to the needs of many people. The Committee believes that its recommendations will assist in improving safety and health for drivers. However, there are other problems associated with the industry, such as image and morale, that are beyond the scope of this study. The impetus for resolving these aspects must be addressed by those involved if a revitalized industry is to result.

APPENDICES

TERMS OF REFERENCE

(1) Pursuant to the Policy and Procedures with Respect to Committees, a manual developed by the Advisory Council on Workplace Safety and Health, the Committee on Taxi Driver Security shall be so constituted as to perform the duties of an advisory and consultative body to the Advisory Council on Workplace Safety and Health.

In this regard, it shall address the following matters:

(a) To what extent does a problem exist with regard to on-the-job risks to taxi drivers? Define the extent of the problem using existing data and recommend additional data requirements which may be needed.

(b) Do the risk-control measures established or being implemented by the taxi industry resolve the problem for all taxi drivers, or are there more specific preventative actions that could be taken?

(2) The Committee on Taxi Driver Security shall provide a forum for consultation in which representatives of the taxi industry in Manitoba and affected parties including the taxi-using public may consult together.

(3) Because it is recognized that the situation in the City of Winnipeg may be significantly different, the Committee on Taxi Driver Security is requested to review the Winnipeg situation on a priority basis.

(4) Notwithstanding the matters mentioned above, the Committee on Taxi Driver Security shall address such other matters as the Minister of Environment and Workplace Safety and Health may request.

The Honourable Gerard Lecuyer
Minister

DATE: November 7th, 1986

CHAPTER T10

AN ACT TO PROVIDE FOR THE REGULATION OF TAXICABS IN GREATER WINNIPEG.

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of Manitoba, enacts as follows:

Short title.

1 This Act may be cited as: "The Taxicab Act".

R.S.M., c. 260, s. 1.

Definitions.

2 In this Act,

(a) "board" means The Taxicab Board established under section 3;

(b) "compensation" or "hire" means the fare, toll, gain, fee, or rate charged, collected, or intended to be charged or collected, from any person, for the carriage of a person or persons or property by or in a taxicab, and includes remuneration of any kind, paid, promised, or demanded, direct or indirect, as well as personal services or the sharing of any expense of the operation of, or of work done by or upon, a taxicab;

(c) "drive-yourself booking office" means a place within Greater Winnipeg where drive-yourself motor vehicles may be hired or rented;

(d) "drive-yourself motor vehicle" means a motor vehicle kept for hire that may be hired or rented by the hour, day, week, or longer, without a driver;

(e) "Greater Winnipeg" means The City of Winnipeg as established under The City of Winnipeg Act;

En. S.M. 1972, c. 66, s. 1

(f) "taxicab" means any motor vehicle as defined in The Highway Traffic Act had, kept, garaged, under repair, used, intended for use, or operated, for the transportation of persons for compensation in Greater Winnipeg, except such motor vehicle or class of motor vehicles as the board may exempt from this definition.

R.S.M. c. 260, s. 2; am. S.M. 1955, c. 74, s. 3; S.M. 1966-67, c. 59, s. 48.
Am. S.M. 1972, c. 66, s. 1.

Establishment of board.

3(1) There is hereby established a board which shall be known as: "The Taxicab Board".

Membership.

3(2) The board shall, subject to subsection (3), be composed of

(a) a member of the council of The City of Winnipeg nominated by the council;

(b) the chief constable of the police force of The City of Winnipeg;

(c) three other persons appointed by the Lieutenant Governor in Council.

Alternates.

3(3) Each of the persons who are members of the board under clauses (a) and (b) of subsection (2) may from time to time nominate a person to act for him on the board at such meeting, or for such period, as the nominator shall specify; and the person so nominated shall be a member of the board during the meeting or the period specified.

Appointment of chairman.

3(4) The Lieutenant Governor in Council shall, by order in council, appoint to be chairman of the board one of the members thereof.

Vice-chairman and acting chairman.

3(5) The Lieutenant Governor in Council may, by order in council, appoint one of the members of the board

(a) to be vice-chairman thereof; or

(b) to be acting chairman thereof for such period or periods, or without limitation as to time, as may be stated in the order in council appointing him;

to act, in either case, during the illness or absence of the chairman or his inability from any cause to discharge his duties.

En. S.M., 1955, c. 74, s. 4.

Licence to operate.

4(1) No person, by himself or by an agent or employee, shall carry on the business of keeping a taxicab or taxicabs for hire, or hold himself out or advertise that he is carrying on that business, or keep for hire or operate for hire any taxicab, in Greater Winnipeg in any year unless he holds a subsisting licence from the board permitting him to do so.

Penalty.

4(2) Any person who violates this section is guilty of an offence and is liable, on summary conviction, to a fine, for the first offence, of not less than fifty dollars and not more than one hundred dollars and costs, and for the second, or any subsequent offence, to a fine of not less than one hundred dollars and not more than two hundred dollars and costs.

Am.

Enforcement of penalty.

4(3) If any person found guilty of an offence against this section is unable to pay the proper fine and costs, he shall not be imprisoned for his default; but for his default, in the case of a first offence, the convicting magistrate shall cancel the licence, if any, of the convicted person, to drive a motor vehicle in the province, and cancel the registration of every motor vehicle, if any, registered under The Highway Traffic Act in the name of the convicted person or the registration of the motor vehicle with respect to which the offence was committed; and the person is not, whether he then holds a licence or not, entitled to be licensed or be in possession of a licence to drive a motor vehicle in Manitoba, or to register a motor vehicle under that Act, for one year thereafter.

Am.

Idem.

4(4) In the case of a person convicted of a second or subsequent offence against this section, whether so charged or not, the magistrate, in addition to the penalty hereinbefore provided, shall cancel the licence, if any, of the convicted person to drive a motor vehicle in the province, and cancel the registration of every motor vehicle, if any, registered under The Highway Traffic Act in the name of the person convicted; and the person is not, whether he then holds a licence or not, entitled to be licensed or be in possession of any licence to drive a motor vehicle in Manitoba, or to register a motor vehicle under that Act, for a period of two years thereafter.

Am.

Effect of cancellation and disqualification.

4(5) Cancellation and disqualification under this Act shall be deemed to be cancellation or disqualification under The Highway Traffic Act; and where the registration of a motor vehicle is cancelled under this section the magistrate shall, by his order, direct the removal of, and any police officer to whom it is directed shall remove from the motor vehicle referred to in the order, the number plates thereof or thereon issued under The Highway Traffic Act, and return them to the department issuing the plates.

R.S.M., c. 260, s. 3; am.

Licence for drive-yourself booking office required.

5(1) No person by himself or by his agent or employee shall operate a drive-yourself booking office or hire or keep for hire drive-yourself motor vehicles in Greater Winnipeg in any year without being the holder of a subsisting licence issued by the board permitting him to do so.

Penalty.

5(2) Any person who violates this section is guilty of an offence and liable, on summary conviction, to a fine of not less than fifty dollars and not more than one hundred dollars.

Am. R.S.M., c. 211, s. 4; am.

Punishment by board for certain offences.

6 Except in the case of violations of The Highway Traffic Act and violations of section 4, subsection (3) of section 10, and section 20, the punishment for the violation of any of the following provisions of this Act or of the regulations, directions, or decisions, of the board, is in the exclusive jurisdiction of the board, which shall not impose pecuniary penalties, but as hereinafter provided may suspend or cancel licences or permits issued by it.

R.S.M., c. 260, s. 5; am. S.M., 1961, (1st Sess.), c. 54, s. 7; am.

Form of licence.

7 Licences shall be granted upon application to the board in such form as the board provides for the purpose; and the board shall determine the forms of, and the terms or conditions upon, licences or permits, and of applications therefor.

R.S.M., c. 260, s. 6.

Number of licences.

8 In issuing licences the board shall consider the public convenience and necessity in respect of the number of taxicabs required in Greater Winnipeg; and to that end it may limit the number that may be operated under its authority at any one time, but may issue temporary permits permitting an additional number of taxicabs to be operated during stated seasons, during stated days, or for special occasions.

R.S.M., c. 260, s. 7; am.

Fees for licences etc.

9(1) Before the board issues a licence under section 4 or 5, the applicant therefor shall pay to the board such insurance premium as may be prescribed under The Manitoba Public Insurance Corporation Act and the regulations made thereunder and an annual fee as follows:

(a) Licence to carry on a taxicab business, one dollar per year.
(b) Licence to operate a taxicab in Greater Winnipeg, for each taxicab, twenty dollars per year.
(c) Licence to operate a taxicab temporarily under permit, for each taxicab, two dollars per taxicab.
(d) Licence to operate a drive yourself booking office or for replacement thereof, one dollar per year.
(e) Licence to keep drive yourself motor vehicles, for each vehicle, two dollars per year.

En. S.M. 1971, c. 74, s. 1; Am. S M. 1978, c. 49, s. 97.

Fee for transfer or replacement.

9 (1.1) Upon application for transfer or replacement of a taxicab licence or a licence to keep a drive yourself motor vehicle, the applicant shall pay to the board a fee of three dollars.

En. S.M. 1971, c. 74, s. 1.

Amount of fee for half year.

9(2) Where a taxicab licence is granted on or after the first day of October, except in the case of permits for temporary purposes, the fee to operate a taxicab shall be ten dollars.

Am. S.M., 1960, c. 73, s. 1.

Preliminary conditions.

9(3) In addition, the applicant shall pay, and shall produce and show to the officer of the board designated by it, before his licence is issued, his receipt for his municipal taxicab tax, of twenty dollars for each taxicab in each year, which tax is payable to the municipality in which the owner has his place of business as a taxicab operator; or the municipality and the board may arrange for the board to collect that municipal tax and pay it to the municipality.

Am.

Application of fee.

9(4) The fees payable to the board hereunder are in addition to fees payable under The Highway Traffic Act; but the municipal tax herein provided is in substitution of, and replaces, all other municipal licence fees imposed in Greater Winnipeg upon taxicabs or their ownership or operation.

Fees under Highway Traffic Act.

9(5) In addition to the fees payable under this Act, each person applying for a licence to operate a taxicab or a licence to keep drive-yourself motor vehicles shall pay to the board in respect of each taxicab, each drive-yourself passenger car and each drive-yourself truck, such fees as may be prescribed therefor in the regulations under The Highway Traffic Act.

En. S.M. 1972, c. 66, s. 2; Am. S.M. 1977, c. 57, s. 39.
R.S.M. c. 260, s. 8; am.
Am. S.M. 1971, c. 74, ss. 1 & 2; S.M. 1972, c. 66, s. 2; S.M. 1977, c. 57, s. 39; S.M. 1978, c. 49, s. 97.

Refund on surrender of number plates.

9.1 (1) Upon application and surrender to the board by the registered owner, or his legal representative, of the licence and number plates issued in respect of a taxicab or a drive-yourself motor vehicle, the owner, or legal representative, is entitled to a refund of the fees paid under this Act and The Highway Traffic Act.

En. S.M. 1972, c. 66, s. 3.

Proportional refund.

9.1 (2) The refund payable under subsection (1) shall be equal to one-twelfth of the amount of the fee paid under this Act and The Highway Traffic Act for each fully unexpired month remaining on the licence and number plates at the time the application for the refund is made, less the sum of one dollar.

En. S.M. 1972, c. 66, s. 3.

Refund to nearest dollar.

9.1 (3) Where a person is entitled to a refund under this section in an amount consisting of both dollars and cents, the amount to be paid as a refund shall be calculated to the nearest dollar; and, for the purposes of this section, where the number of cents over and above any dollars is fifty, the fifty cents shall be deemed to be fifty-one cents.

En. S.M. 1972, c. 66, s. 3.

Driver's licence.

10(1) Every driver of a taxicab, whether an employee of another person or the driver of his own taxicab, shall hold a taxicab driver's licence issued by the board.

Requirements for issue of driver's licence.

10(2) A driver's licence shall not be issued unless the applicant produces a certificate of good character from the chief constable of the municipality in which he will be employed, or from such other person as the board designates, and pays a fee of one

dollar therefor and produces and shows to the board a chauffeur's or driver's licence issued under The Highway Traffic Act, for the current year; but the board may require, in addition, that the applicant submit proof of his medical fitness and of his ability to drive a taxicab, and may require the applicant to undergo such inspection of his ability to drive a motor vehicle as the board deems reasonable and proper for the public safety.

Am.

Penalty.

10(3) Any person who drives a taxicab without first obtaining the driver's licence referred to in subsection (1) is guilty of an offence and is liable, on summary conviction, to a fine, for the first offence, of not less than five dollars and costs and not more than fifteen dollars and costs, and in default of payment to imprisonment for a period not exceeding fifteen days, and for any subsequent offence, to a fine of not less than fifteen dollars and costs and not more than twenty-five dollars and costs, and in default of payment to imprisonment for a period not exceeding thirty days.

Am.

Certificate as evidence.

10(4) In any prosecution under subsection (3) the certificate of the secretary of the board that the vehicle alleged to be so driven is licensed by the board as a taxicab shall be admissible, without proof of the signature of the secretary, as evidence that the vehicle is a taxicab.

R.S.M., c. 260, s. 9.

Classification of vehicles.

11(1) The board may exempt vehicles or classes of vehicles from the definition of taxicab, or may subdivide taxicabs into types or classes of vehicles, and may make regulations not inconsistent with regulations made under, or by-laws passed under, The Highway Traffic Act governing their operation and use in Greater Winnipeg.

Effect of exemption.

11(2) Where any vehicle or class of vehicle is so exempted the provisions of this Act imposing fees or municipal taxes does not apply, if the board by its exemption so directs.

Am. R.S.M., c. 260, s. 10; am.

Drive-yourself control of.

12(1) The board may make and enforce regulations respecting livery and drive-yourself motor vehicles, and the use of them by the owners and by other persons, including the records of the use to be kept by the owners and other persons.

Offence.

12(2) The operation by any person of a motor vehicle from a drive-yourself livery for transporting passengers or property for compensation is an offence against section 3.

R.S.M., c. 260, s. 11.

Suspension of licence, etc.

13(1) The board, in its discretion, by order may

(a) suspend any licence or permit or authority issued by it;
(b) after notice to show cause, and upon inquiry, and upon being satisfied that the public interest so requires, cancel any licence or permit issued by it.

Limit on suspension.

13(2) No suspension under clause (a) of subsection (1) shall exceed one month at one time.

Removal of plates.

13(3) Where a licence or permit to operate a taxicab is suspended or cancelled by order of the board, the board may by its order direct the removal of, and a peace officer may remove, from the taxicab or taxicabs referred to in the suspended or cancelled licence or permit or the order, the number plates thereof or thereon issued under The Highway Traffic Act or by the board, and hold them during the period of suspension or cancellation.

Offence.

13(4) The operation in Greater Winnipeg of a taxicab after the licence or permit to operate it has been suspended or cancelled by the board is an offence against section 3.

R.S.M., c. 260, s. 12.

Deposit with board of insurance.

14(1) The board, before issuing any licence to operate a taxicab, shall require the operator or proposed licensee to deposit, and thereafter maintain, with the board such policy or policies of insurance, or copies thereof, as the board directs, in such amount or amounts, and in such form, as the board requires to protect the public properly.

Am.

Form of insurance.

14(2) The liability insurance shall bind the insurer to make compensation for the death or bodily injury to persons, and for the loss of or damage to property, resulting from the operation of a taxicab or of taxicabs by the insured.

Notice of cancellation of policy.

14(3) Where an insurer proposes to cancel an insurance policy that has been deposited with the board, the insurer shall give the board at least ten days notice thereof.

R.S.M., c. 260, s. 13; am.

15 Repealed, S.M., 1970, c. 96, s. 39.

Appointment of inspectors.

16(1) Inspectors to enforce this Act and the regulations and directions of the board may be appointed as provided in The Civil Service Act; and every person so appointed shall,

(a) as may be prescribed by the Lieutenant Governor in Council, discharge the duties of, and hold, any office authorized by law; and

(b) be paid a salary or other remuneration as provided by law.

Powers of inspectors.

16(2) Each inspector has the powers of a peace officer under The Highway Traffic Act.

Am.

Meaning of "peace officer".

16(3) The expression "peace officer" in this Act has the same meaning as in The Highway Traffic Act.

R.S.M., c. 260, s. 15; am.

General powers of board respecting.

17(1) The board has general supervision over taxicabs, their owners, operators, and drivers, in Greater Winnipeg, and may

(a) require every owner and every driver of a taxicab to comply with the laws of the province and municipal by-laws affecting the owner, operator, or driver, and his taxicab, in respect of the transportation upon the streets of persons or property;

(b) require every owner of a taxicab to furnish adequate, safe, sanitary, and proper taxicab service, and to equip and maintain his vehicle in such condition as will enable him to do so;

(c) establish or approve the compensation, charges, or tariff of fares, that taxicab operators and drivers shall charge or collect, including, if deemed expedient, maximum and minimum fares, and require that the fares be based on the measured mile, and that every taxicab be equipped with a taximeter;

(d) prescribe and enforce reasonable standards of length, weight, and equipment, of taxicabs;

(e) require every taxicab owner or operator to keep books, records, and accounts, so as to afford an intelligent understanding of his business as a taxicab owner, and to that end require taxicab owners to adopt a system of accounting, standardized according to the respective class of the owners, to be prescribed by the board, and direct what, in the accounts, should be allowed for depreciation or replacements of properties;

(f) require every taxicab owner or operator to report to the board periodically, or upon request, in such form as the board prescribes, upon accidents that occur directly or indirectly arising out of the operation of taxicabs by him, and investigate any accident and take steps to prevent the occurrence of accidents in taxicab operation;

(g) issue plates or distinguishing markings which taxicab operators shall use and prescribe what distinguishing colour or markings shall be used upon any taxicab and its location and use thereon, and direct the removal of any plate or marking deemed to be confusing or unsightly;

(h) prescribe the maximum number of persons to be carried in any taxicab, the seating arrangements for the convenience and safety of passengers therein, and the provision to be made for carrying the luggage or property of the passengers;

(i) prescribe and regulate the use of taxicab stands or ranks in a municipality that does not do so or requests the board to do so; and

(j) require owners and drivers of taxicabs to maintain in their taxicabs and in the records of the board such means as the board prescribes for identifying the owner or driver of any taxicab while it is being operated on the streets.

Am.

Limitation of cl. (a) of subsec. (1).

17(2) Clause (a) of subsection (1) does not exempt other bodies or persons from responsibilities under The Highway Traffic Act.

R.S.M., c. 260, s. 16; am.

Rules of procedure.

18(1) The board may make rules governing its procedure, determining a quorum at meetings, and for the keeping of records and documents.

Authentication of documents, etc.

18(2) Every order, regulation, decision, licence, permit, or other document purporting to be signed by the chairman or vice-chairman, and by the secretary of the board is, without proof of signatures, evidence that it was issued by the board and duly signed.

Am.

Publication to be notice with certain exceptions.

18(3) Every such document so signed, when published in one issue of The Manitoba Gazette, is sufficient notice of its contents to all owners, operators, or drivers, of taxicabs in Greater Winnipeg; but every order of the board suspending or cancelling a licence or permit shall be served upon the taxicab owner or driver affected by delivery of it to him personally or, if he cannot be found, by leaving the order in the custody of an adult person in the employ of the taxicab owner at the place of business of the owner shown on his licence, and in the case of a driver, by leaving the order in the custody of an adult person at the place of residence of the driver shown on his licence.

Am. R.S.M., c. 260, s. 17; am. S.M., 1956, c. 65, s. 1; am.

Powers to inspect.

19(1) Any peace officer and any inspector appointed hereunder is authorized to stop, enter, and inspect, any taxicab in Greater Winnipeg, and to enter and inspect any building or place in Greater Winnipeg where a taxicab is kept, hired, stored, or repaired, and to examine any accounts, records, or documents, that are required to be kept by owners and operators of taxicabs.

Duties of police.

19(2) Municipal police in Greater Winnipeg shall assist in the enforcement of this Act.

R.S.M., c. 260, s 18.

Penalty for non-payment of fares.

20 Any person who engages a taxicab that is licensed under this Act and who, on demand being made at the termination of the trip, fails to pay the proper fare, is guilty of an offence and is liable, on summary conviction, to a fine not exceeding twenty dollars and costs, and, in addition, the magistrate shall order him to pay to the operator the amount of the fare or, in default of payment of the total amount of the penalty and the fare, to imprisonment for a period not exceeding ten days.

R.S.M. c. 260, s. 19; am.
Am. S.M. 1972, c. 66, s. 4.

Effect of Act.

21 This Act supersedes and replaces municipal by-laws that are in conflict therewith or with the powers of the board hereunder.

R.S.M., c. 260, s. 20; am.

Printed by R. S. EVANS, Queen's Printer for the Province of Manitoba
1970

REVISED REGULATION T10-R1

As amended by M.R. 66/78, 21/80, 143/81, 249/83 & 255/85.

A REGULATION RESPECTING RULES OF PRACTICE, OPERATING CONDITIONS, DRIVERS, WAGES, TAXIMETERS, FARES, MARKINGS, INSURANCE AND "DRIVE-YOURSELF" VEHICLES UNDER

THE TAXICAB ACT.

Rules of practice.

1(1) Application shall be filed by the applicant in person, except that a manager or representative may apply for a partnership, firm, or company, at the office of the board, in the Highway Services Building, 1075 Portage Avenue, Winnipeg 10.

1(2) The forms shall be those supplied for the purpose.

2(1) Since The Taxicab Act provides that a separate licence is required

(a) to carry on a taxicab business; or

(b) to operate a taxicab; or

(c) to drive a taxicab; or

(d) to carry on the business of a drive-yourself booking office; or

(e) to hire out drive-yourself motor vehicles;

the applicant for a licence shall, in each case, designate the purpose for which the application is made.

2(2) As the board limits the number of taxicabs that may be operated, a licensee wishing to increase his fleet shall make application before purching additional cars or taximeters.

3(1) Applications will be considered at the meeting of the board next following the receipt of the application.

3(2) Personal attendance of applicants at board meetings is not required, unless the applicant is requested to appear.

4 At meetings of the board three members are a quorum.

5 The board will meet at its offices every Wednesday, at the hour of ten o'clock in the forenoon; but meetings may be held at the call of, or postponed by, the chairman, or, in his absence, by the vice-chairman.

Operating conditions.

6 Violation of any federal or provincial statute or municipal by-law, or of the regulations, rules, or orders of the board may, in the discretion of the board, render any licence, permit, or authority granted by it, liable to suspension or cancellation.

7 In addition, drivers and operators may be subject to the penalties provided in section 240 of The Highway Traffic Act.

8 The licence of each driver shall be carried on his person while he is operating a taxicab; and shall be exhibited on request to any constable who is in uniform or exhibits his badge, or to any inspector of the board, who may satisfy himself of the identity of the holder by requiring his signature or otherwise.

9(1) The licence of an owner of a taxicab business shall be conspicuously posted on the premises or chief place of business relating to taxicabs named in the licence.

9(2) The licence to operate a taxicab shall be carried in the taxicab while it is being operated.

10(1) Garages where or in which taxicabs are kept, hired, stored, or repaired, and accounts, records, or documents that the board may require owners and operators of taxicabs to keep, are subject to inspection by any police constable and by the board or its inspectors.

10(2) A taxicab may be ordered out of service if it is found to be unsafe or unsuitable.

10(3) Where a taxicab so found is ordered out of service for repair, it shall not be put into service until approved by one of the board's inspectors.

11 Each taxicab operator shall regularly inspect his equipment and keep it in proper repair and sanitary condition at all times; and shall keep his business office clean and free of loiterers.

12 Subject to statutory or municipal regulations, each taxicab shall be operated at a safe rate of speed consistent with congestion of street traffic, danger at intersecting street, curves, railway crossings, school zones or other conditions requiring extra caution.

13 Accidents resulting in loss of life or serious personal injury, or in damage to property apparently in excess of one hundred dollars, shall be reported to the board, by a detailed written report, within twenty-four hours after the accident.

14 No taxicab shall carry or convey gasoline, explosives, or any other inflammable substances not in use in supplying motive power, light, or heat.

15 A motor vehicle constructed so that it has in it a ramp upon which a wheelchair may be pushed up or down with a person seated in the chair, and that is being used for the transportation of physically handicapped persons, including their accompanying passengers, is exempt from the definition of taxicab and no fees or municipal taxes imposed under this Act apply to such a vehicle.

Drivers of taxicabs.

16 Drivers' licences will not be issued to persons under the age of eighteen years.

17 Four photographs of an applicant for a driver's licence may be required.

18 Every licensed driver shall notify the board when he changes his employer or his address, and also the Registrar of Motor Vehicles under The Highway Traffic Act when he changes his address.

19 While a passenger is being carried in the taxicab, the driver shall not carry openly any cigarette, cigar, or pipe.

20 Evidence of a driver having intoxicating liquor in the taxicab, or of his driving immediately after drinking intoxicating liquor, renders his licence liable to suspension.

21 An article of material value, left in a taxicab by a passenger, shall be reported to the employer by the driver, and by the employer to the police.

22 Each driver shall wear an appropriate cap or uniform while on duty; and the board reserves jurisdiction to prescribe what is appropriate under this regulation.

23 A driver, if so requested by a passenger, shall, at the time he receives payment, deliver to the passenger a receipt therefor.

24 No driver shall permit more than one person to sit in the front seat of a taxicab with the driver.

25 A driver shall proceed by the most direct available route from the point of his engagement to the destination, or destinations of the passenger or passengers unless otherwise instructed by a passenger.

26 No owner, operator, or driver of a taxicab shall, by loud shouting, calling, or other objectionable noise or conduct, solicit any person to engage or hire a taxicab.

27 Each owner of a taxicab business, each operator of a taxicab and each taxicab driver, while awaiting or soliciting passengers, shall accommodate the persons who desire his service in the order of their application; and if a taxicab is not available to give the desired service within a reasonable time, the applicant shall be so informed.

28 No owner of a taxicab shall deduct from the wages of a driver in his employ, and employed by the week, any amount that would reduce the wages of the driver for any week to an amount below fifty-five dollars, less

(a) any deductions required to be made from his wages by any Act of the Parliament of Canada or of the Legislature of Manitoba, or by any regulation made under any such Act; and

(b) any other deduction made at the written request of the driver and approved in writing by the board.

29(1) All wages payable to drivers shall be paid in cash or by cheque.

29(2) When paid in cash, the driver shall acknowledge receipt of payment in a book to be kept by the employer for the purpose; which shall be kept for inspection by the board's inspectors; and when drivers are paid by cheque, the employer shall keep the cancelled cheques for inspection by the board's inspectors.

30 Each taxicab operator who operates more than one cab shall have at least one driver paid by the month or week for each taxicab licensed to be operated by him, not including seven-passenger cars.

Taximeters.

31 The expression "taximeter" in this regulation means any mechanical instrument or device by which the charge for transportation in any taxicab is mechanically calculated, either for distance travelled or for waiting time, or both, and upon which the charge is indicated by means of figures.

32(1) Each taxicab, before being licensed by the board, and during the time it is so licensed, shall be equipped with a taximeter so adjusted as to calculate and register fares based on time and distance at a single tariff only.

32(2) This section does not apply to seven-passenger cars approved by the board as suitable for, and kept solely for, hire by the hour.

33(1) Each taximeter shall be so placed in the cab that the signal lever, indicating whether or not the meter is registering, shall be in plain view, both from within and without the taxicab.

33(2) The signal lever shall be put in the "time and distance" recording position when the passengers are being carried in the taxicab; but where the taxicab is hired by the hour, and the taximeter is uncovered, the signal lever may be placed in the "for hire" position.

33(3) When a taxicab is hired by the hour, a book shall be provided at the head office of the company, in which a record shall be kept of all cabs which are so hired; and entries shall be made in the book from day to day, showing the name and address of the person hiring the taxicab, time hired, number of hours, and amount charged.

34 A seven-passenger cab equipped with a taximeter may be used in taxi service if the word "taxi" is displayed in the window of the cab; but in such cases the requirements as to distinguishing markings do not apply to such cabs, if they are otherwise identified, and have been approved by the board's inspectors.

35 With the written approval of the board, a five-passenger cab, black in colour and equipped with a taximeter, may be used in taxi service if the word "taxi" is displayed in the window of the cab; and the requirements as to distinguishing markings do not apply to such a cab if it is otherwise identified and has been approved by an inspector of the board.

36 No taximeter shall be affixed to the taxicab until its proposed position has been approved by an inspector; but it shall be so placed that the fare to be paid by the passenger may be easily read from the rear seat.

37(1) Each taximeter shall be equipped with an electric light, of sufficient candle power, and so focused, that the dial of the taximeter will be thoroughly illuminated.

37(2) Between sunset and sunrise, and at all other times when necessary, the taximeter shall be clearly and continuously illuminated while it is in operation.

38(1) Each taximeter, before being put to use, shall be effectively sealed, subject to inspection by the board's inspectors.

38(2) When it is necessary for an operator to break a seal that has been placed on a taximeter by the board's inspectors, the secretary of the board shall be notified as soon as possible by telephone in order that the meter may be tested and re-sealed.

39(1) Taxicab operators are responsible for the accuracy of taximeters installed on their taxicabs within the tolerances allowed by the board.

39(2) Inspection and tests shall be regularly made by the owners or operators, and these shall be of sufficient frequency to insure continued accuracy of the taximeter.

39(3) A record shall be kept by the licensee of each test of a taximeter; and that record shall be kept available for inspection by the board or its inspector at any time.

40 While every taximeter should be accurate, the tolerances thereon shall not exceed the following:

On Mileage Tests - (Road Tests): With respect to distance computed or actually travelled, a tolerance of two per cent short of a mile, and a tolerance of three per cent over a mile.

On Time Tests - (On individual time intervals): A tolerance of five per cent in deficiency, and a tolerance of ten per cent in excess; but, on the initial intervals, the tolerance in excess may be fifteen per cent.

41 Each licensed taxicab operator shall keep a record of the taxicabs on which the different taximeters are operated.

42 Taximeters are subject to inspection and test by the board at any time; and any taximeter found inaccurate may be ordered out of service.

Tariff of fares.

43 **Until further order the tariff of fares which operators and drivers of metered taxicabs within the City of Winnipeg shall charge or collect shall be as follows:**

(a) Metered Taxicabs

Conveying one to four persons for the first one-eleventh of a mile.....$1.75 cents

For each additional one-eleventh of a mile or fraction thereof.....$.10 cents

For each twenty-four seconds of metered time in waiting.....$.10 cents

For travelling to point of call or after discharge of passengers.....no charge
For conveyance of one trunk per trip per taxicab.....$.25 cents
Fares that are not charged by metered rates are subject to the prior approval of the Board.

(b) These charges shall commence from the arrival of the taxicab at the place of call, and cease when the taxicab has been discharged, and shall apply to all trips commencing or terminating within the City of Winnipeg.

En. M.R. 255/85.

44 No owner, operator or driver of a taxicab shall charge, collect, demand, receive, publish or advertise any rates, compensation or fares other than those authorized by the board, or give any free ride, premium coupon, or thing to any passenger as an inducement to secure patronage.

45(1) There shall be posted in each taxicab a tariff or rate card, showing the tariff authorized by the board.

45(2) No contract or group ratings for the carriage of passengers, not in compliance with the prescribed tariff, is permitted without the special approval of the board.

Distinguishing markings.

46(1) Each taxicab licensed to be operated shall have painted or permanently affixed on each side of the taxicab a business name, which shall include the word "taxi"; and that name shall be printed in lettering no less than two inches high, and shall be kept clear, clean, and distinguishable at all times.

46(2) In addition, in similar lettering, the name, and the word "taxi", shall be printed above or below the rear window of the taxicab.

46(3) No other lettering, numbering or advertising device is permitted without the approval of the board; and no taxicab shall be painted in white, yellow, orange or other lurid colour, without the approval of the board.

46(4) Where required by the board, each licensed taxicab shall carry in a manner, and at a place, described by the board, distinguishing plates.

47(1) The owner shall place, on each side and on the rear of each taxicab, a designating fleet number, as assigned by the board four inches in height and black or white in colour.

47(2) The type, colour and location of the assigned number shall be approved by the board's inspectors before being placed on any taxicab.

Insurance.

48 Insurance upon taxicabs, other than "drive-yourself", shall be maintained for the purpose and in the amount following, per vehicle:

Public liability and Property damage (Passenger hazard to be included) - All inclusive limit:- $50,000.00.

Drive-yourself.

49(1) Every person who operates a "drive-yourself booking office", or who has "drive-yourself" motor vehicles for hire in The City of Winnipeg, in any year, shall hold a subsisting licence from the board, permitting him to do so.

49(2) Such licences will not be issued unless the applicant produces a certificate of good character from the chief constable of the municipality in which he desires to operate.

49(3) Every person who operates a "drive-yourself booking office", or who has "drive-yourself" motor vehicles for hire, shall keep a record in a book provided from that purpose, which shall be signed by every person renting a "drive-yourself" motor vehicle, and shall contain the following information:

(a) Description of motor vehicle.

Make of Car Reg. No. Serial No.

(b) Description of person renting vehicle.

Name Address Occupation

Chauffeur's or driver's licence number.

(c) Time of engagement.

OUT DATE hour, a.m. or p.m.

IN DATE hour, a.m. or p.m.

49(4) The records shall be open to inspection by the board, its inspectors and any peace officer.

49(5) No vehicle shall be hired for "drive-yourself" purposes unless the person engaging it

(a) if a resident of Manitoba, has produced a subsisting chauffeur's or driver's licence issued under The Highway Traffic Act for the current year; or

(b) if a non-resident, and pursuant to subsection (1) of section 31, of The Highway Traffic Act, has produced a subsisting driving authority issued by the jurisdiction in which he is domiciled.

49(6) "Drive-yourself" motor vehicles shall carry registration plates of a series assigned for the purpose.

49(7) No person shall use a "drive-yourself" motor vehicle for the transportation of persons or property for compensation.

49(8) Before any licence is issued by the board, the applicant shall pay to the board an annual fee as follows:

(a) To carry on the business of a "Drive-Yourself booking office":- $1.00

(b) To hire out "Drive-Yourself motor vehicles", for each motor vehicle:- $2.00

49(9) The board reserves the right, in its discretion, in respect of "drive-yourself booking offices", as in the case of other taxicabs,

(a) to suspend any licence, permit, or authority issued by it, for a period not exceeding one month at one time; and

(b) after notice to show cause and upon inquiry, and on being satisfied that the public interest so requires, to cancel any licence or permit issued by it.

49(10) The board, before issuing any licence to hire "drive-yourself" motor vehicles, requires the applicant to deposit, and thereafter maintain, with the board a policy of insurance covering each motor vehicle in the following amount:

Public liability and Property damage - All inclusive limit:- $50,000.00.

49.1(1) Owners of taxicabs may install a vault or safe, to be firmly fixed to the floor or frame or both in the front of the vehicle, in such a manner that it cannot be easily removed, and will not obstruct the driver or the passenger in the front seat of the vehicle and a sign or decal may be displayed in the front of the vehicle advising the public that the vehicle is equipped with a safe or vault.
En. M.R. 66/78.

49.1(2) Prior to the installation of the vault, sign or decal, the safe or vault and its proposed location in the taxicab must be approved by the Secretary of the Board or by the Board's inspection staff.
En. M.R. 66/78.

49.1(3) Owners of taxicabs may install a safety shield between the front seat and rear of a vehicle being used as a taxicab and the safety shield shall be of a clear type of material, which will:

(a) not obstruct the visibility or the flow of heat or air to the rear of the vehicle;

(b) allow for full communication between the passenger and the driver; and

(c) allow movement of the front seat of the vehicle.
En. M.R. 66/78.

49.1(4) The method of installation of the safety shield shall be approved by the Secretary of the Board or by the Board's inspection staff prior to installation.

En. M.R. 66/78.

49.1(5) Owners of taxicabs may install a hidden emergency switch which would be connected to a microphone installed in such a manner that it could be activated in case of an emergency.

En. M.R. 66/78.

49.1(6) The installation of the equipment described herein is optional at the discretion of the owner of the taxicab.

En. M.R. 66/78.

50 This regulation applies only to the area of The City of Winnipeg.

Printed by The Queen's Printer for the Province of Manitoba

APPENDIX C. Taxi Driver Safety and Health Committee Meeting Participants.

Representing the Taxi Industry

Mr. Brar, Winnipeg Taxi Drivers Safety Association

Ken Chadwell, General Manager, Unicity Taxi Limited

Jasbir Chahal, Vice-President, Winnipeg Taxi Drivers Safety Association and Unicity Taxi owner/operator

Gordon Cherney, Duffys Taxi owner/operator

George Crouch, Duffys Taxi owner/operator

Manjit Dhillon, President, Winnipeg Taxi Drivers Safety Association and Duffys Taxi owner/operator

Bob Donoghue, Chairman, Winnipeg Taxi Drivers Safety Association

Herb Hajer, Duffys Taxi owner/operator

Alex Jaquet, Duffys Taxi owner/operator

Peter Kapusta, Manager, Duffys Taxi Limited and Duffys Taxi owner/operator

Balwant Khaira, Duffys Taxi owner/operator

Patrick Riley, Counsel for Duffys Taxi Limited, Taylor Brazzell McCaffrey

Amile Stelmack, Winnipeg Taxi Drivers Safety Association and Duffys Taxi driver

Representing Manufacturers of Taxicab Equipment and/or Consultants

Doug Bell, Service Manager, Harrison-Nowell Mobile Radio Services Limited

William James-Ward, Executive Director, Dimar Training Systems

Wayne Taylor, Alexandria Manufacturing (safety shields)

Ray Vadeboncoeur, District Sales Manager, Communications Division, Motorola Limited

Ken Weitzel, electronics engineer

Representing Government Agencies/Departments

K.G. Barbour, Senior Underwriter, Autopac Services, Manitoba Public Insurance Corporation

Clare Booker, Special Assistant to the Honourable John Plohman, Minister of Highways and Transportation

Dan Coyle, Registrar of Driver and Vehicle Licencing and Assistant Deputy Minister, Department of Highways and Transportation

Inspector David Davill, member, Taxicab Board

Jim Derksen, then-Chairperson, Taxicab Board

Ed Higham, Safety and Health Officer, Safety and Health Inspectorate Branch, Department of Environment and Workplace Safety and Health

Donna Reid Kellie, member, Taxicab Board

Linda Kutcher, Special Assistant to the Honourable Gerard Lecuyer, Minister of Environment and Workplace Safety and Health

Fred Mann, Director of Licencing, Department of Highways and Transportation

Tom Nickle, member, Taxicab Board

Tom Owen, Deputy Minister, Department of Environment and Workplace Safety and Health

Staff Inspector George Pike, Crimes Against Persons Division, Winnipeg Police Department

John Reimer, Director of Workplace Safety and Health Division, Department of Environment and Workplace Safety and Health

Pat Rougeau, Vehicle Registration, Department of Highways and Transportation

Wally Rudnick, acting member, Taxicab Board

Jack Sinnock, Administrator, Motor Vehicle Inspection, Department of Highways and Transportation

Charlie Walker, Secretary, Taxicab Board

Sergeant Ted Waller, Community Relations, Winnipeg Police Department

Reg Webb, Deputy Registrar, Driver and Vehicle Licencing, Department of Highways and Transportation

John E.W. Wylie, Safety Manager, Manitoba Public Insurance Corporation

Representing the Taxi-Using Public

Joan Friessen, Health and Safety Standing Committee, Manitoba Division, Consumers Association of Canada

John Lane, Executive Director, Manitoba Division, Canadian Paraplegic Association

APPENDIX D. Presentations To Taxi Driver Safety and Health Committee Public Forum.

Anonymous, taxi owner/operator

Martin Boroditsky, Duffys Taxi driver

John Bos, Unicity Taxi driver

Rob Brown, Duffys Taxi driver

Jasbir Chahal, Vice-President, Winnipeg Taxi Drivers Safety Association and Unicity Taxi owner/operator

Manjit Dhillon, President, Winnipeg Taxi Drivers Safety Association and Duffys Taxi owner/operator

Adeline Dion, Duffys Taxi owner/operator

Glenn Dodd, Duffys Taxi driver

Rick Donnelly, Duffys Taxi driver

Bob Donoghue, Chairman, Winnipeg Taxi Drivers Safety Association

Frank Dube, Duffys Taxi driver

Mr. Grewal, Unicity Taxi owner/operator

Fred Heinrichs, Duffys Taxi driver

Barry Homenick, Duffys Taxi owner/operator, road supervisor and dispatcher

Peter Kapusta, Manager, Duffys Taxi, and Duffys Taxi owner/operator

Iren Kucerova, Unicity Taxi driver

Mr. Mann, Duffys Taxi owner/operator

Baljit Panchhi, Unicity Taxi owner/operator

Bill Premack, taxi manager and Unicity Taxi driver

Zave Shapiro, Duffys Taxi driver

William Shewman, Duffys Taxi driver

Mr. Singh, Unicity Taxi driver

Avery Spigelman, Duffys owner/operator and taxi manager

Rudy Voskoboynik, Unicity Taxi owner/operator

APPENDIX E. Submissions and Letters Received by Taxi Driver Safety and Health Committee

Martin Boroditsky, taxi driver, written submission

David Dent, Canadian Strong Box Company Limited, letter

D.A.J. Herbert, Executive Director, Manitoba Safety Council, letter to Director of Workplace Safety and Health Division

R.G. Joyce, taxi driver, letter

Walter Kucharczyk, concerned citizen and former taxi driver, verbal submissions and information

V.L. Maeren, Taxicab Board Inspector, letter

Phil Pearson, taxi owner, letter to Minister of Environment and Workplace Safety and Health

W.M. Premack, taxi manager and driver, letter

Len St. Germain and Elfie Iwan, taxi owners, letter to Minister of Environment and Workplace Safety and Health

Winnipeg Taxi Drivers Safety Association, written submission from Manjit Dhillon, President, and Bob Donoghue, Chairman

John E.W. Wylie, Safety Manager, Manitoba Public Insurance Corporation, letters

Manitoba

Environment and Workplace Safety and Health

Workplace Safety and Health Division

1000 — 330 St. Mary Avenue
Winnipeg, Manitoba, CANADA
R3C 3Z5

Following the murder of a taxi driver in April 1986, the Minister of Environment and Workplace Safety and Health established a committee to study taxi driver safety in the province. This committee is investigating the safety and health problems and concerns associated with driving taxicabs and examining possible solutions.

We need your help! You know what risks taxi drivers face and how the risks might best be reduced. We would like to hear from you. We do not need to know your name.

Please complete the attached questionnaire, which should take only a few minutes. The committee would appreciate your cooperation in returning it to us in the enclosed stamped envelope by **January 31st, 1987.**

Thank you very much for your time. If you have any questions about the questionnaire, please contact Jane Riewe at 945-4153 in Winnipeg.

Yours sincerely,

Wally Fox-Decent

Wally Fox-Decent, Chairperson
Advisory Council on Workplace
Safety and Health
Taxi Driver Safety Committee

1. Are you an ☐ owner/driver or an ☐ employee/driver? (please check one)

2. How many hours a week do you drive a cab? _____ hours/week

   Average number of hours per day? _____ hours/day

3. When do you drive a cab? (please check one)

   ☐ day driver ☐ night driver ☐ both day and night driver

4. How long have you been driving a cab? (please check one)

   ☐ less than 1 year ☐ between 1 and 5 years ☐ over 5 years

5. Do you drive a cab in:

   ☐ Winnipeg ☐ The Pas

   ☐ Brandon ☐ Portage la Prairie

   ☐ Thompson ☐ Selkirk

   ☐ Other (specify) _____

6. While driving a taxi, have you ever been: **(please check all that apply)**

	Number of incidents in last 12 months
☐ threatened	_____
☐ injured	_____
☐ assaulted	_____
☐ robbed	_____
☐ in a traffic accident	_____
☐ in a fare dispute	_____
☐ other: please specify _____	

7. Which of the following protective measures do you favour? **(check all that apply)**

A. ☐ driver use of seat belt

B. ☐ avoid certain areas

C. ☐ reject certain fares

D. ☐ two-way radio communication

E. ☐ keep doors locked

F. ☐ use safety shields

G. ☐ keep cash to a minimum

H. ☐ concealed signal to dispatcher

I. ☐ lock box for cash

J. ☐ roof-top emergency light

K. ☐ use of noise alarm

L. ☐ prepaid fares

M. ☐ power trunk locks

N. ☐ other: please specify

_____

_____

8. Of the protective measures listed above, please indicate your top six preferences in descending order. (indicate by using the letter of the measure used in question 7)

1st favoured _____ 4th favoured _____

2nd favoured _____ 5th favoured _____

3rd favoured _____ 6th favoured _____

9. Should there be a compulsary training program for new taxi drivers in how to handle difficult or dangerous situations?

☐ yes ☐ no

10. As someone who currently drives a cab would you be prepared to attend such a training program on a voluntary basis?

☐ yes ☐ no

11. Do you have any health problems that are a result of driving a taxicab?

☐ yes ☐ no

If yes, please explain _____

_____

12. In your view, what are the most serious safety and health risks faced by taxi drivers today? (please rank in order of seriousness)

1st _____

2nd _____

3rd _____

What suggestions do you have for improving the situation for each of these risks?

1st _____

2nd _____

3rd _____

13. What measures (if any) are now in place to protect your safety and health as a taxi driver?

_____

_____

_____

_____

Are you satisfied that these measures are adequate? ☐ yes

☐ no

14. Please add any further comments on any matter related to taxi driver safety/health.

_____

_____

_____

_____

_____

_____

_____

Thank you -- please return in enclosed stamped envelope by January 31st, 1987.